

W. H. JOHNSON, | EDITOR.

SALINA, KANSAS:
THURSDAY, JUNE 15, 1871.

THE ARGUED RAILROAD MEETING.

Next Tuesday evening another railroad meeting will be held at the Court House in the railroad interests of Salina, and it is really important that the attendance shall be unanimous. We regret to say that the number of citizens who assembled at the meeting last Tuesday evening, while respectable, was small; and we earnestly desire to witness a remedy applied by a rousing meeting on the next night. In a degree, the deficiency was attributable to the short period in which the notice had been issued, but some of those who were especially instrumental in calling the meeting and enthusiastic in its object failed to make their appearance.

There is not a question in our mind but that the citizens of Salina, with hardly an exception, if there does an exception exist, are heartily in favor of securing the second, and the third, railroad for Salina, and will aid all legitimate and proper projects with all their might and means. This is our firm conviction after general conversations, and from the general interest manifested whenever the subject of railroads has been made conspicuous. They will assist any man, man or company who proposes to work in organizing companies or do anything that looks to securing for us additional railroad facilities. The sticking point, generally, in inaugurating enterprises for public and internal improvements is first to secure the approval and action of the people themselves. This point having been vanquished, it stands those in hand who are imbued with nature's eloquence and with their own vigorous energy to put forth, at this time, signs of their powers in directing and helping in the work that does present itself. The time is auspicious for a display of energy, and a few months gone by may be too late, and a few years will have placed beyond our reach the railroads that may be ours for the striving. In ten years the routes in Western Kansas will all principally have been settled and the roads themselves have been built. What railroads are made after that time will be short, unimportant roads, destined to give simply a local advantage. What we do must be done without delay. Routes, we know are projected here and there outside of Saline county, and if we permit the subject to go by default, those roads will be established and our county shut out from the benefits of additional railroads. Then instead of becoming the chief mart and principal county, we would be compelled to play second to some other county and city. We rather like the style expressed by Capt. J. H. Prescott, at the meeting. "While he professed to be little acquainted with railroad management in general, he showed himself to be alive to the importance of railroads, men who will work are the men to be trusted."

The address of Dr. Wayne Griswold before the meeting deserves sincere consideration, as a gentleman experienced in railroad building in his native State of Ohio and possessing sound discretion, portrayed in vivid colors the benefits of railroads in new and old sections and the wealth and advantages to be derived from the increase of their numbers at given points. Dr. Griswold is largely interested in realty in our county and, knowing that his taxes must be increased in the aid extended to the railroads, thus exhibits his faith. The people of Saline county can afford to pay well for another railroad, and they have got to pay for it, if they get it. But the expense will in no way be commensurate with the benefits that will issue. The moment the second road is completed through Saline county, (providing it will come from and end in the right directions), that moment our county will be millions of dollars better off.

Go, every citizen, to the meeting of next Tuesday evening, June 26th, and work for railroads.

NEWSPAPERS.—J. B. Davis and Geo. A. Crane last week left the Topeka Commonwealth and were succeeded by Dr. F. L. Crane and S. D. Macdonald in their respective interests. The firm now is S. S. Prouty & Co. Mac is a splendid fellow and under his personal supervision the mechanical part of the paper will lose none of its former prestige for neat typography and superior workmanship.

We are just in receipt of No. 1 of the *Kansas Spirit*, a Republican paper published at Paola, Kansas, by Bright & Perry. It is a beautiful sheet and is edited in a pithy, terse and spirited style. Perry though young in years, has shown himself to be quite a newspaper man and he is bound to win.

Hon Jacob Stotler has purchased the interest of his late partner W. W. Williams, in the Emporia News.

Two children were burned to death near Mound Valley, on the route between here and Thayer, on Thursday of last week. It appears that they had set the barn on fire and then hid in the hay from fear or other cause. Their mother, supposing the children—two boys, four and five years old—were in the house, worked at saving her sons, &c., and did not know of their peril until their screams told of their sufferings, when it was too late to reach them, although the poor woman was badly burned in the effort.—*Parker Record*.

FEW FACTS FOR CONSIDERATION.

To the Editors of the Saline County Journal:

Your last issue contains a communication that embraces several facts which meet my hearty approbation, believing its theory of economy should in all cases be adhered to and credit given it. The communication touches upon the sidewalk question, dog law, horse-hitching ordinances, &c., which are all important and right in their places. The sidewalk ordinance is a good thing, providing the sidewalk can be paid for without injuring or wounding our pockets too much. All enterprising and good citizens are in favor of public improvements and I am satisfied our property holders are perfectly willing to appropriate every dollar they have to spare to such purpose. But what shall determine such facts? It is pretty conclusive every individual is acquainted with his own circumstances pecuniarily better than others. Three-fourths of the property-holders have said that they were unable to meet the extravagance of the 12-foot sidewalk contemplated but were willing to do what they could build an 8-foot sidewalk, which would certainly answer every purpose. By the foibles of a very few extremists the matter has been pushed over the heads of the wishes of the citizens generally. There must be a consideration. How shall it be obtained? Next election day, unquestionably, will develop how far the people approve this action of the City Council. I have always observed in my financial matters that any business should be established on a sound basis and the liquidation of all debts, credits and expenditures to be taken into consideration. As experience has taught me without that nine-tenths of all transactions have proven a failure, and I would suggest to our City Council that they, at their next meeting, open up some channel of revenue instead of depressing the people with building sidewalk of undue size and expense. Accept the money released, on certain applications; act the part of wise and efficient city rulers, and all will then be well. Of those that oppose the receipt of such money how many are there who will come forward and make up this lost revenue? Should they show their consistency and honest intentions by making up from their own prospects the deficiency caused by their refusal to accept the money, then we would be gratified. It is a poor rule that won't work both ways. Messrs. Councilmen, I presume you have figured the cost of the 12 foot sidewalk business. It has been estimated by one of your own body that it stood about \$1.99 per foot or \$6,000 feet at an aggregate cost of \$26,360. And there is not a dollar in the treasury to meet the \$6,350! The revenue depressed and no remedy but for the property holder himself to pay the debt, and he no money to pay with? Where nextare we to turn? Borrow money at banking rates and charge the same to our friend who is so unfortunate? or are city bonds bearing ten per cent to be issued in lieu? By the time they (the bonds) becomes due, our unfortunate friend, unless he has been so fortunate as to make a "raise," and a very successful one is then unable to meet the debt, his wife and children left beggars. Gentlemen, this is simply an illustration of your policy. Now as a sound policy, receive all money legitimately offered and thereby lessen the taxes of the general public. Base your actions on a careful and a sound judgment, and when the "invincible Dan" and "the great hero of Harper's Ferry," assisted by McPherson county's agent, who never devoted a single moment of time to the welfare and financial interests of the city, propose to meddle in your affairs officially send them away about their own business. Such course would not only be beneficial but give satisfaction at large.

I am well aware that policy is the motto, and will make due allowance, but when policy goes so far as to say there is a certain class that must get out of town because they do not act with the dominant party on election day, it is ridiculous and unwarrantable in all fairness. Thus it is that we have seen one of our best citizens hauled from business just because he has not chosen in times past, to bow his neck to the yoke of those who institute the "rule or ruin" policy. Every dog has his day, and the sooner he is cured of hydrophobia, the sooner he is freed from his cage. A retribution at the hands of a condemning people will come upon those who have traduced every interest of others regardless of their private losses, or any suggestion that may be of benefit at the next fair.

PREMIUMS.

The premium list can not name every article, but the following list of articles and premiums on unclaimed classes is established, in which all articles not entered in the regular list will be entitled to a premium, and a committee appointed to examine and award premiums.

2. The diploma of the society shall be considered the highest honor and shall be given only to

3. Blue ribbons designate 1st premium, red ribbons, 2nd premium, while green, yellow, and white, are awarded to the 3rd, 4th, 5th, 6th, 7th, 8th, 9th, 10th, 11th, 12th, 13th, 14th, 15th, 16th, 17th, 18th, 19th, 20th, 21st, 22nd, 23rd, 24th, 25th, 26th, 27th, 28th, 29th, 30th, 31st, 32nd, 33rd, 34th, 35th, 36th, 37th, 38th, 39th, 40th, 41st, 42nd, 43rd, 44th, 45th, 46th, 47th, 48th, 49th, 50th, 51st, 52nd, 53rd, 54th, 55th, 56th, 57th, 58th, 59th, 60th, 61st, 62nd, 63rd, 64th, 65th, 66th, 67th, 68th, 69th, 70th, 71st, 72nd, 73rd, 74th, 75th, 76th, 77th, 78th, 79th, 80th, 81st, 82nd, 83rd, 84th, 85th, 86th, 87th, 88th, 89th, 90th, 91st, 92nd, 93rd, 94th, 95th, 96th, 97th, 98th, 99th, 100th, 101st, 102nd, 103rd, 104th, 105th, 106th, 107th, 108th, 109th, 110th, 111th, 112th, 113th, 114th, 115th, 116th, 117th, 118th, 119th, 120th, 121st, 122nd, 123rd, 124th, 125th, 126th, 127th, 128th, 129th, 130th, 131st, 132nd, 133rd, 134th, 135th, 136th, 137th, 138th, 139th, 140th, 141st, 142nd, 143rd, 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